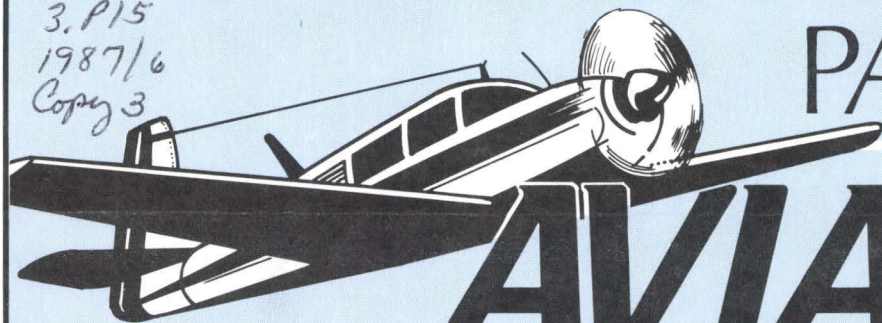


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AVIATION

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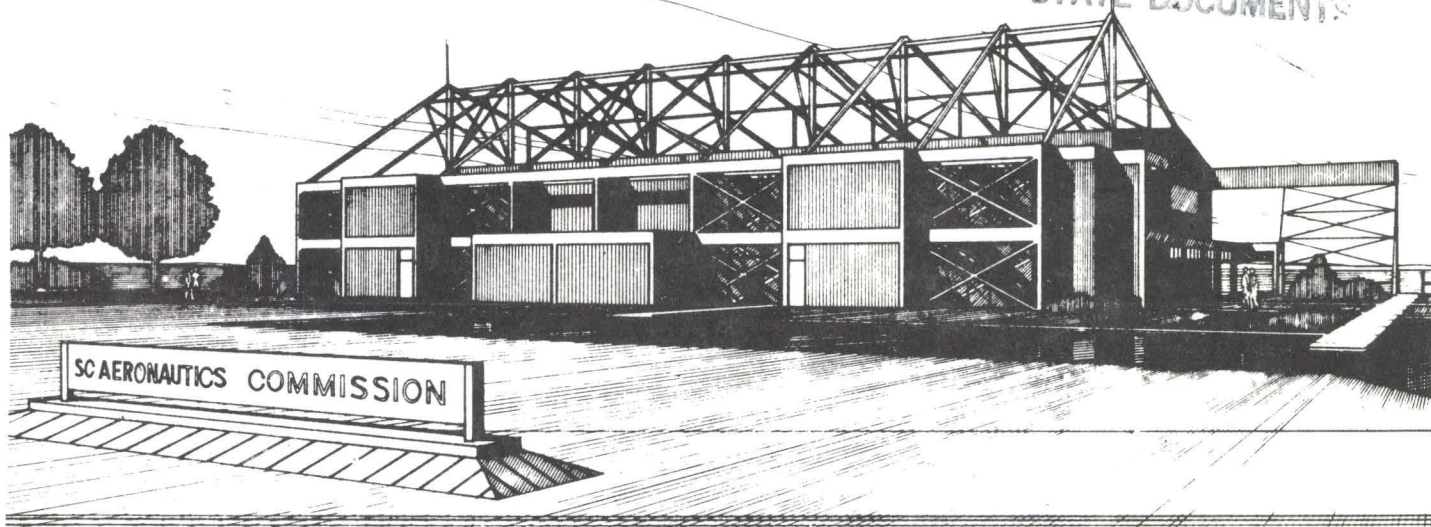
June 1987

JOSEPH B. WILDER FLIGHT FACILITY

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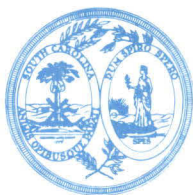


Dedicated this 20th day of May, 1987
to Honor
JOSEPH B. WILDER
for

Thirty four years of dedicated service to the people of South Carolina through the promotion and development of Aviation in the state.

Joe Wilder was appointed a commissioner of the South Carolina Aeronautics Commission in 1952 by then Governor George Timmerman. He served as Chairman of the Commission from 1978 to 1982. He retired from the Commission in 1986 upon being elected to the South Carolina House of Representatives.

See related story Page 8



PALMETTO AVIATION is an official publication of the South Carolina Aeronautics Commission. It is designed to inform members of the aviation community, and others interested in aviation, of local developments in aviation and aviation facilities and to keep readers abreast of national and international trends in aviation.

The Aeronautics Commission is a state agency created in 1935 by the S.C. General Assembly to foster and promote air commerce within the state.

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From the Editor...

Summer's here, finally!

This time of year offers longer days and better flying weather and consequently aviation activities increase greatly. With this increase in flying, several safety hazards should be kept in mind, not the least of which is your proficiency.

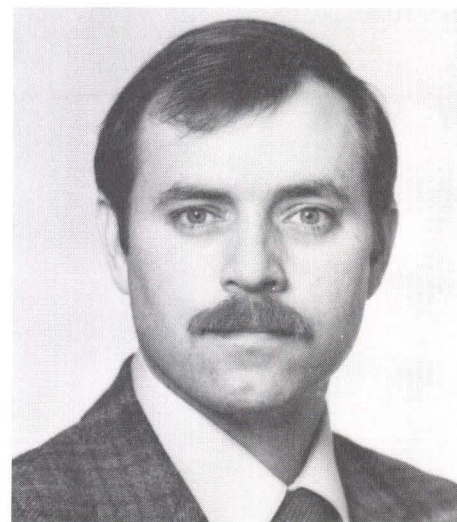
If you are like most general aviation pilots, you have been sitting all winter waiting for warmer weather. If that is the case you will want to read the article on page 6 titled Professionalism and Pilot Proficiency. It raises several good points about currency and accident potential.

Another hazard is more obvious. HEAT. As the temperature soars, so does the potential for heat related physiological problems. I believe there is no hotter or colder place than an airport ramp in the dead of summer or winter.

Consider dehydration as one example of summer flying hazards. If you spend time outside working around your aircraft this summer, you know washing and waxing, cleaning up the inside, minor maintenance, you may not be aware of the toll that the heat is taking on your body.

Before you jump in and slip the surly bonds of earth, ask yourself if you are physiologically ready to take that flight. Also consider the effects of temperature and pressure altitude on aircraft performance.

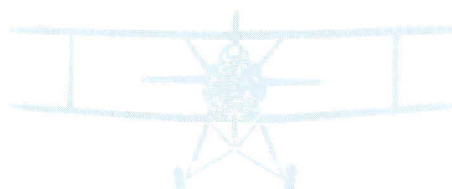
A lot of things change during the summer. Be smart and be safe.



As stated before, summertime is a busy time for aviation. As also stated before, this department is a one-man operation. The newsletter is just one of my many functions. I cannot be at every event in South Carolina anymore than I can visit every point of aviation interest in the state. I am very much dependent on you, the readership for photos, articles, letters and information about what is happening in our aviation community.

As I have said before, this is your newsletter. It is only as good as you want to help make it. Our address is in the lower left corner of this page. Send your ideas, thoughts, articles, photos and questions to me. Remember our deadline though. All material must be received by the 10th of the month preceding the next issue. If your event is in August, then I need the information by the 10th of July.

Have a great summer and Fly Safe.



C.A.P. NEWS



Information Request

Wing HQ is requesting information on significant events and accomplishments that occurred during the tenure of all past Wing Commanders.

This information is being compiled for use in a history of the South Carolina CAP Wing.

Please submit your information to:
SC CAP Wing HQ
P.O. Box 6541
West Columbia, SC 29171

Solo Scholarships

Each year the CAP holds a Cadet Selection Board to allow cadets to apply and compete for activities on the state and national level.

The major state activity is the Cadet Solo Flight Scholarship which includes twelve hours of flight time, instruction and a

modified ground school.

This years winners are Michael D. Alexander, Anderson; Mary A. Gallagher, Berkeley; Ryan P. Agostinelli, Charleston; Kirk Bigger, Columbia; Derrick T. Clark and Kimberly A. Hyust, Greenville; and Percy and Jaap Van Ryn, Sumter.

Congratulations all.

Dining Out A Success

The Wing's second annual Dining Out, held last month at the Fort Jackson NCO Club, was a great success.

Col Raymond Pericola, Director of Training at CAP HQ, Maxwell AFB, Alabama, spoke about his basketball playing days at USC and how the influences of great people who crossed his path shaped his life.

Cadet Kimberly Jowell, Charleston, served as President of the Mess and Cadet Kirk Bigger, Columbia, performed the duties of Mr. Vice.

Breakfast Club



- June 14** Bryant Field
Rock Hill
- 28** Columbia Owens Downtown
Columbia
- July 12** Greenwood County Airport
Greenwood
- 26** Open
- August 9** Newberry Municipal Airport
Newberry
- 23** Cheraw Municipal Airport
Cheraw
- Sept. 6** Open
- 20** Huggins Memorial Airport
Timmons

The Pilot's Ten Commandments

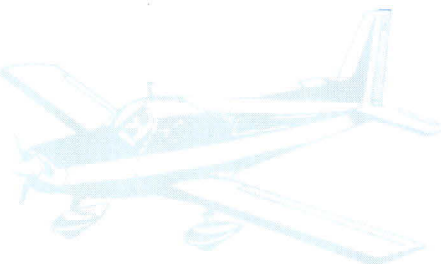
I. Beware of the intersection take-off for verily the runway behind thee and altitude above thee are no more than another hole in the head.

II. Tarry not on active runways for mad confusion may result causing thee to make like a chopping block.

III. Ignore not thy checklist, for many are the switches, valves, and handles waiting to take vengeance upon thee.

IV. Look to thy left and to thy right as thou journey thru the sky or thy fellow pilots will surely buy beers for thy widow.

V. Buzz not, for this incurreth the wrath of thy neighbor and bringeth the fury of the FAA on thy head and shoulders.



VI. Take the measure of thy fuel for verily, a tank full of air is an embarrassment at 10,000 feet. Yea, and even more so on departure leg.

VII. Push not through the scud lest the Angel Gabriel be waiting on the other side.

VIII. Trifle not with the thunderstorm for thy wings and tail feathers are like to be shorn from thy sky chariot, and thyself be cast about the firmament.

IX. Beware of weather prophets for the truth is not always in them.

X. Check frequently thy airspeed on final lest the firmament riseth up and smite thee.

FAA Adopts New Instrument Landing System Policy

The FAA has formally adopted a new policy that will permit instrument landing systems (ILS) to be installed at some hub and reliever airports.

FAA Administrator Donald Engen had said earlier that the policy was being changed and that communities and airlines would be encouraged to install ILS'.

The FAA had imposed a freeze on further installation of ILS' in favor of microwave landing systems (MLS) to conform to the International Civil Aviation Organization policy.

Engen said, however, that "more ILS' will help address" the problem of limited airport capacity "in the short run." Engen said the precision approach needs of some airports cannot be delayed until MLS is in place but that the FAA remains "committed to the MLS as the precision landing system of the future."

The new policy is a interim one until MLS is widely available in the 1990's. A study must show there is a significant aeronautical need for an ILS before a new system can be installed.

Conversations...With R

A Short Interview with the Executive Director of Columbia's Metropolitan Airport



If you fly airplanes with any regularity in South Carolina you will one day fly into or out of Columbia Metropolitan Airport.

As you do so you will notice a lot of work going on in and around the airport. That is because a lot is happening at the Capitol City facility.

Robert H. Waddle has been the Executive Director of the airport since 1978 and took time from what you will see is a very busy schedule to talk with Palmetto Aviation.

P.A.: First, lets try and clear up the controversy around the moving of the Doolittle Memorial and set the record straight from your side of the issue.

Waddle: We're catching a lot of flack for

that decision from those people who have strong feelings about the Japanese and the efforts of our government in W.W. II.

It was moved at the request of the Development Board. When the Development Board asked me if we could shroud the exhibit while the high level Japanese delegation came in to avoid offending them with the photographs of the bombing of Tokyo that are contained in the exhibit, I agreed that it would be a good idea but you couldn't shroud it, that would be a little improper in my view. I thought that since it had been moved in the past for up to six months, that it would be appropriate to move it just out of view for a short period of time. I thought that perhaps the new General at Ft. Jackson might like to locate

Robert H. Waddle, A.A.E.

it in the new museum and took this opportunity to discuss that with him. He said no, just leave it at the airport. So we left it where it was after about a 10 or 12 day period.

In retrospect, I made a serious mistake in agreeing with the request of the Development Board, but I figured the Development Board knew more about their invited guests to South Carolina than I did. We try and cooperate with everybody, including the Aeronautics Commission.

P.A.: What sort of plans have been made for the Pope's visit to Columbia this September?

Waddle: We have a good plan for the Pope's visit that is beginning to emerge. We have met with representatives of the Catholic Church and the Vatican.

We don't know really how many people to expect, but we are prepared to accommodate about 35,000 between the Eagle Aviation area and the stop light at Highway 302.

Our plan is to segment the traffic coming to the airport at that particular time with the focus to make accommodations for buses and other vehicles that need to be parked specifically to see the Pope's arrival. Most of the buses will be downtown at the stadium but there will be a lot of vehicles, and some buses, that need to be parked and we plan to park these in the area of the foreign trade zone.

What we really plan to do between the stop light and Eagle Aviation is not to have any vehicles, and all that area will be available for people to stand along the roadside.

We plan to run ads in the newspapers

prior to the September 11 date informing people that if they are coming to the airport at that time for aviation purposes, the best route will be up by NCR and down Bannie Jones Ave.

On the other side of the airport is where we plan our campground and we're accepting reservations for that now. Our campground will house those people who really can't get a hotel room and they've got an R.V. or a tent and want to set it up. Nothing real elaborate, but we will have facilities available for them.

P.A.: Will there be any effect on normal operations?

Waddle: Not really. On the air traffic side I think there will be the same sort of security arrangement in the airspace that you have when the President is arriving.

P.A.: Anyone who flies into Columbia has to notice the construction work. What is going on at this airport?

Waddle: We have had great results with our federal funds this year. We got about \$6.1 million for two projects basically. One is the air freight complex and the other is the expansion of the terminal area out here. Both these projects are virtually on schedule and it's expected that they will be finished by September or October.

In the freight area, we are about to let a contract on the first building to go in down there. Ultimately we will end up with a parking apron for five to seven 727-type freighters, which is obviously more than we have today. That will open up the existing freight area for expansion of our terminal building.

We're involved right now in negotiations with airline separately about who needs more gates when the concourse is built, when its going to be built, what its going to cost, what its going to look like, all that. That's a future project.

As far as the industrial park goes, the Commission named that the Columbia Airport Enterprise Park. Its a 438 acre tract and we are currently in the design phase of the first phase of the park. We are right now having firm discussions with two companies and not quite firm discussions with a third company that might lease part of the property.

So we're at the very preliminary stages of development. I would estimate that the park would ultimately provide 6-10,000 jobs for this area, once its built up.

Our concept on the Enterprise Park as well as the Foreign Trade Zone is that our basic goals have been met through ownership of the property and compatible land use planning. We want to lease the property out for compatible uses so that we'll end up with warehouses and manufacturing operations that are not noise sensitive. As the airport grows, noise compatibility land use management makes good public policy.

That's the reason we're involved with this, that presently we can generate a little revenue plus we want to create jobs, plus add to the economic development potential of the greater Columbia area, and I think that's done through well planned industrial areas.

There is not going to be any instantaneous results in those parks, and we're not really seeking that. We're seeking good solid growth commensurate with the growth of the economy.

Women's Air Race Classic Coming To Greenville

The ninth annual all-women's Air Race Classic, June 29-July 2, will see female competitors this year racing from Rio Bravo Airport in Bakersfield Calif. to **Donaldson Center** in Greenville, S.C. 2,378 statute miles.

Restricted to fixed-wing aircraft of 145 through 570 hp, the event succeeded the Powder Puff Derby, which was last held in 1976. All flying must be day VFR only (although one of the two pilots must be instrument rated) and each contestant must have landed at one of the designated airports prior to official sunset each evening.

There are only four days allowed and all contestants must cross the timing line at the terminus before the official deadline. The cities on the route this year are Bakersfield, Agua Dulce, Calif.; Kingman, Ariz.; Farmington, N.M.; Dalhart, Tex.; Winfield, Kans.; Jonesboro, Ark.; Columbus, Ind. and Greenville.

With the intent of promoting general



aviation as a whole, and emphasizing women's roles in flying, the ARC demonstrates "the utility of general aviation" the sponsors said, and publicizes "the contributions to the economy that general aviation makes."

The 36 contestants have an incentive of

\$20,000 in prize money, including a \$5,000 first prize. It's open to all women who are members of Air Race Classic Ltd. (\$17.50 membership fee, annual dues \$7.50) and further information is available from ARC Ltd., 7049 Helsem Way, Dallas, Tex. 75230 or call (214) 233-9372.

Professionalism & Pilot Proficiency

by Al Wilana, FAA Aviation Safety Program Manager, FSDO-65

There are two prime ingredients that go into making a truly proficient pilot—*Competency* and *Recency of Experience*. *Competency* is acquired by previous training and experience. *Recency of Experience* is the updating of that knowledge. If this ideal balance deteriorates, pilot proficiency similarly suffers.

Statistically, most accidents happen to pilots with the fewest hours of recent flying experience.

The best approach to accident prevention is formal, organized refresher training. It should not be a "one time" thing but should continue from year to year. Such a program allows a pilot to learn and practice new developments as well as stay sharp at the controls.

Here are a few pointers on how to approach a refresher training program or a new aircraft checkout.

ENGAGE A FLIGHT INSTRUCTOR: Make sure he is fully qualified in your aircraft type and category.

BEFORE FLIGHT: Study and understand the appropriate aircraft operating manual. Make certain you understand the aircraft's systems. A work-

ing knowledge of the fuel, electric and hydraulic systems is essential. Also, study the emergency gear extension, etc. Familiarize yourself with empty and allowable weights and how to properly load the aircraft.

LEARN THE COCKPIT: Study the controls, instruments and radio layout until you are familiar enough to pass a blindfold cockpit check. This recalls to mind a night takeoff accident caused by the pilot closing the fuel selector when he believed he was opening a fresh air vent.

LEARN THE AIRCRAFT'S FLIGHT CHARACTERISTICS: Takeoffs and landings are not enough. Be sure you know the stall and slow flight characteristics in all aircraft configurations. Simulate and practice the emergency procedures. Practice using all recommended flap settings and their recommended airspeeds.

LEARN THE GROSS WEIGHT CHARACTERISTICS: Try some takeoffs and landings with the aircraft fully loaded. Most four-place and larger aircraft handle quite differently when loaded to near gross weight, as compared to operating with just you and your flight instructor aboard.

RESPECT YOUR INSTRUCTOR'S JUDGMENT: Accept your flight instructor's decision as to when he feels you are qualified. Don't attempt to proceed on your own before your training is completed. Half a checkout may prove more dangerous than none at all.

The airlines and corporate aviation have astoundingly low accident rates. General Aviation can approach this enviable record if all general aviation pilots would strive toward a professional approach to their flying. Proper continuous pilot education is the foundation. Refresher training and periodic proficiency flights are sure methods of supervised application of this principle. These ingredients will produce a healthy confidence and a desire to practice a prideful self-discipline in your flying.

The FAA Pilot Proficiency Program (Wings) is an excellent way to maintain your proficiency. It provides a mini-flight course of selected maneuvers in a minimum of instruction time. Complete details of this program are covered in FAA Advisory Circular 61-91D.

Reporting Stolen Avionics and Other Parts

The incidence of aircraft burglaries is continuing to increase. The International Aviation Theft Bureau's (IATB) year end statistics for 1986 leave no doubt that this crime is getting worse. It becomes even more important that theft reports received by ITAB from insurance companies, adjusters, police officers and owners be as complete as possible.

It is also very important that the police department which has jurisdiction at the place of theft be contacted and given a report. The person reporting the theft to the police should request that the items be entered in the National Crime Information Center computer (NCIC) controlled by the FBI in Washington, D.C. Also, be sure to send IATB a theft report.

A little known fact about NCIC is that only stolen aircraft have their own data base. All aircraft parts, avionics, etc., are listed in general data base along with TV sets, car radios, stereos, and other consumer goods. IATB is the only source for checking stolen aircraft equipment. If an item offered to you for sale is checked with a police department, NCIC may not indicate the item is stolen. Check with IATB. They may have a report on file.

Keep in mind how some thieves operate. They steal from one aircraft, go to another airport and find another aircraft with the same equipment. They then steal the equipment from that aircraft and replace it with the equipment that was stolen from the first aircraft. The owner of the second aircraft may not know for a long time, if ever, that he has stolen equipment in his aircraft. This method effectively "washes" the equipment from the second aircraft. The equipment is usually offered for sale in another locale within days and the thief is confident he'll not be caught.

What do you do if you suspect someone is trying to sell you stolen equipment? Get the manufacturer, model number, serial number and tell the person to come back later. Call IATB and check. If it is confirmed as stolen, call your local police. You can earn a reward for recovery and this might be the lead needed to break a theft ring.

For more information contact:

International Aviation Theft Bureau
421 Aviation Way
Frederick, MD 21701

Maintenance Technician Of The Year

Nominations for Maintenance Technician of the Year are now being accepted by your local FSDO. The procedure for nominating your local maintenance technician is simple.

All nominees must be employed in the United States as full-time FAA-certificated aviation mechanics or FCC-licensed technicians working on general aviation aircraft or accessories.

Nominees will be judged on the basis of specific achievements and/or sustained superior performance while functioning on the job as an A&P or FCC technician. Entries should list as many specific contributions/achievements as possible, but in no case should be longer than 500 words. Substantiating documentation such as newspaper/magazine articles and related awards may be included.

Submit nominations to the nearest FAA General Aviation or Flight Standards District Office by June 30, 1987. These will then be forwarded to the applicable FAA Regional Office where nine regional winners will be selected by a committee drawn from the FAA and a variety of general aviation organizations. The nominations of the regional winners will be forwarded to Washington, D.C. where the national winner will be selected on September 14, 1987.

Regional Winners will receive awards at times and places designated by their FAA regional accident presentation coordinators. The national award will be presented at FAA headquarters in Washington, D.C. on Wednesday, October 14, 1987. Travel to the ceremony and expenses for the winner and one guest, plus valuable merchandise and cash gifts will be presented to the recipient of the national award.

First Ever Colorado Aero Charts Available

Planning a trip to Colorado this summer? Mountain flying can be hazardous if not properly prepared. For the first time, there is now available a Colorado State Aero Chart to assist you in planning.

The map was compiled from three WAC charts and includes an overlay of suggested mountain flying routes. The flip side is covered with a wealth of mountain flying, aviation weather, density altitude and special use airspace information. While not intended for actual navigation usage, the new chart should make a fine flight planning document.

The chart was developed and printed by the Reeve Map Company and Wings West Magazine and is available for \$8.50, which includes all postage and handling.

To obtain a copy, write to:
Colorado State Aero Chart
27800 Pine Drive
Evergreen, CO 80439

From The FAA

Due to obstructions along the approach areas, the following two Standard Instrument Approach Procedures have been temporarily cancelled and are NOTAMed unauthorized by the FAA.

Andrews Municipal Airport
NDB RWY 36

Hemingway-Stuckey Airport
NDB RWY 11

It is stressed that these are temporary cancellations, please check NOTAMS for current updates.

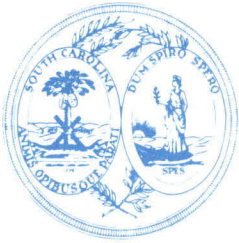
Effective as of the middle of last month, the Greer ATIS frequency has been changed from 134.05 to 134.25 to correct interference between Greer ATIS and Myrtle Beach Approach Control.

Lawyer-Pilots Assoc.

The Lawyer-pilots Bar Association will hold its semi-annual meeting from July 29 to August 2.

The meeting will be held at the Olympia Village Resort in Oconomowoc, Wisconsin in conjunction with the Oshkosh Air Show.

Persons interested should contact David E. Prewitt, Suite 1225, 1411 Walnut Street, Philadelphia, PA 19102, (215) 557-9998.



**SOUTH CAROLINA
AERONAUTICS COMMISSION**
P.O. Drawer 1987
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This Month...

Inside Palmetto Aviation

- **Rep. Joe Wilder Honored**
- **An Interview with Columbia Metro's Robert Waddle, AAE**
- **Air Race Classic Coming to Greenville**
- **Maintenance Technician Competition**
- **From the FAA**

Flight Facilities Named In Honor Of Joe Wilder

The Aeronautics Commission has renamed its aircraft maintenance hanger the Joseph B. Wilder Flight Facility in ceremonies held last month at the facility.

Describing Wilder as an example for others to follow, guest speaker and former Governor Robert McNair said "It is fitting that we recognize someone as serious, as sincere, as conscientious and as dedicated to doing what is right and best all the time as Joe Wilder."

Wilder served on the Aeronautics Commission for over 30 years. He was the Commission Chairman from 1978 until 1982. Wilder retired last fall in order to seek the House of Representatives seat left vacant by the death of Speaker Emeritus Sol Blatt. Wilder was successful in his bid and now represents portions of Bamberg and Allendale counties.

Gov. McNair noted many of the accomplishments of Wilder and how aviation had grown while he served on the Commission. Of particular note is the airport system in South Carolina according to the former Governor.

"One of the things that attract the industrialists most is the unique system of airports we have throughout South Carolina. I don't know of anyplace else that has the quality that we have, with the fact that people can come and go with great ease and safety."

Rep. Wilder later expanded on the comments of Gov. McNair.

"We have in South Carolina, probably the best airport system in the United States. Every county has an airport with a paved runway except one (Cherokee). These airports, as most of you know, have made possible to a great degree, the industrial growth of this state."

Rep. Wilder also took the opportunity to address some negative publicity associated with the use of the agency airplanes.

"It is a misunderstanding, I think, of what is official business. How can you have the executive officers and staff of a \$3 billion corporation and not take care of their transportation needs? That is one of the missions of this Commission."

Rep. Wilder concluded his remarks by praising the Commission and its work. "I feel very confident today that we have a good operation here and that it will be a good operation for a long time to come."

The ceremonies were concluded by Rep. and Mrs. Wilder unveiling a plaque and portrait that will hang in the facility foyer.

This publication is printed and distributed by the South Carolina Aeronautics Commission in the interest of aviation safety and to foster growth of responsible aviation in the state. The viewpoints expressed in articles credited to specific sources are presented as the viewpoints of those writers and do not necessarily reflect the opinion of the South Carolina Aeronautics Commission.